



SPEEDY SEXTET

Only Six Starters in London-Cardiff Race,
but a Good Finish

F/O. Geoffrey de Havilland and the T.K.2 (seen taking off from Heston at the start) in which he won at 187.5 m.p.h. from scratch. This is the T.K.2's third Cardiff Race win.

WEATHER conditions last Saturday were almost ideal for the eighth London-Cardiff Air Race. Good visibility, a light northerly wind, and clouds not lower than 2,500ft.—well, what more could a competitor have wished for? The race had attracted eight entries, but two of these, Capt. Percival and A. Henshaw, were non-starters. In some ways this was unfortunate, for these two pilots, with their Percival Mew Gulls, would have been the fastest pair in the race.

However, the disappointment was counterbalanced by an excellent finish in which the first four crossed the line within two and half minutes of the winner, F/O. Geoffrey de Havilland, in the T.K.2.

This year the course for the race was slightly modified. Starting from Heston, the competitors were required to fly direct to Cardiff and to continue on to Porthcawl. From this point they then proceeded to the Jersey Marine Airport, Swansea, before returning for the finish at Cardiff. In other words, a 77-mile triangular circuit was added to the straight stretch from London to Cardiff.

The first man to leave Heston was R. L. Porteous in the Hon. A. W. H. Dalrymple's Chilton. He was despatched at 14.32 hours. Nearly forty-one minutes separated the Chilton and the T.K.2, which had become the scratch machine.

At the Cardiff Municipal Airport a huge and enthusiastic crowd, ably marshalled by a veritable army of police officers, waited expectantly for the competitors, who were due to pass overhead on their way to Swansea via Porthcawl. While they waited, Mrs. Winifred Crossley went up to give an impromptu, but nevertheless polished, demonstration of aero-

batics in a London Aeroplane Club Tiger. Soon after her excellent show was over the Chilton was sighted, well on its course. Not far behind it came H. D. Rankin (Hawker Tom Tit) and L. Arnott (Wicko II). Some little time after, H. J. Wilson, in C. S. Napier's Percival Gull, appeared well to the north of his true course, as did R. A. Winter in the rather lethal-looking, roofed-in Gipsy-Comper. Then the T.K.2 turned up, seemingly well up on time, in spite of every sign of an over-rich mixture, indicated by a trail of black smoke.

While the spectators waited for news of the competitors' progress from Swansea, Councillor George Williams thanked the Cardiff Club for organising the race, as well as the Automobile Association and the police for their assistance. Then Mr. W. T. Beavan, J.P., persuaded to speak before the microphone, expressed a wish "to see the sky full of young aviators" (he did not say whether his viewpoint would be from the ground or the sky). Finally, Mr. Kenneth Davies announced that the Chilton was reported leading the race at the Swansea turning point. Hopes for the Cardiff Club's entry, the Wicko, fell when it was announced that the Percival Gull had overtaken it. Fourth lay the Comper, and not far

Machine.	Pilot.	Handicap.	Time.	Speed.	Order on Speed.
		min. sec.	hr. min. sec.	m.p.h.	
1. T.K.2	G. de Havilland	Scratch	1 00 28	187.5	1
2. Percival Gull ...	H. J. Wilson ...	16 04	1 16 59	145.1	3
3. Gipsy-Comper ...	R. A. Winter ...	09 24	1 11 23	158.8	2
4. Wicko II	L. J. Arnott ...	20 28	1 23 48	133.3	4
5. Chilton	R. L. Porteous	41 44	1 47 22	105.6	6
6. Hawker Tom Tit	H. D. Rankin...	28 48	1 36 37	117.4	5

behind was the T.K.2. Last was Mr. H. D. Rankin's Tom Tit. The crowd settled down to some expectant waiting, and laughed immoderately when the loud speakers announced that a small boy answering to the name of Tony had lost his mother and "did not know the name of his father."

In the last 35 miles from Swansea to Cardiff the entry closed up and, to all intents and purposes, its order was reversed. De Havilland streaked through the bunch to win by the narrow margin of 27 sec. from Wilson in the Gull. But that was not all, for the third and fourth home, Winter (Gipsy-Comper) and Arnott (Wicko II) crossed the line 1 min. 31 sec. and 2 min. 52 sec. respectively after the first man—a finish on which Messrs. Dancy and Rowarth are to be congratulated.

The race was over, but for members and friends it signalled the start of an equally important part of the programme—the preliminaries of the Club's annual dinner. In spite of sartorial arguments—to change or not to change—the party was a jolly one. It was held in a marquee alongside the hangar. Notabilities such as Joe Scholes, Dudley ("Bats") Page, and others were welcomed by Mr. Kenneth Davies. Prize winners were called upon to make speeches, the shortest coming from H. J. Wilson, who simply said "Thanks." Afterwards, Capt. W. R. Bailey called upon Messrs. W. N. C. Cope and Redvers Smith to accept a monstrous C. D. C.—at least 4ft. in diameter—upon which they promptly tried to play roulette.



Flt. Lt. H. J. Wilson was second at 145.1 m.p.h. in a Percival Gull